

RIVER "TUNNELS" 1,100 FEET LONG FLOATED TO PLACE

Tugs Drag First Sections of
Tubes to Link Manhattan
and Bronx.

DELICATE JOB IS BEGUN.

Four Immense Cylinders to Be
Bedded in Hard Ground Far
Below the Harlem.

The Arthur McMillan & Hoff Co. began to-day one of the most delicate and important jobs connected with the construction of the new Lexington avenue subway, namely the sinking of the steel tubes that are to form the tunnel under the Harlem River. While the process of sinking the tubes from the surface of the water to solid ground beneath the mud at the bottom of the river is not new, there has never been undertaken a task presenting the difficulties that began today because the new subway is to pass under the river in four separate tubes, each nineteen feet in diameter, and these tubes must be sunk at the same time, side by side, in sections. Although the job is big and important and engages the services of an army of men, the contractors tried to carry it out without attracting public attention. In this they were unsuccessful, but everybody connected with the work was extremely nervous and no outsiders were allowed on the grounds of the contractors at the foot of West One Hundred and Thirty-first street, Manhattan, or at the foot of Mott avenue, Bronx.

TUBES ARE 1,100 FEET LONG, IN FIVE SECTIONS.

The subway under the Harlem River is to be 1,100 feet long, extending across from a point at One Hundred and Thirty-first street and Lexington avenue, Manhattan, to a point on the Bronx shore just west of the Third avenue bridge. It is to be sunk in five sections, each 220 feet long, and these sections are to be joined together and encased in concrete under the mud bottom of the river when all are in place.

The trains of the present subway under the Harlem River run through one big tube. This tube was sunk with great difficulty, but without mishap. The job confronting the Arthur McMillan & Hoff Company is just four times as difficult as the task of the builders of the first subway, for they have four tubes to sink, side by side, instead of one.

To-day's work marked the beginning of the sinking of the first 220 foot section on the Bronx side. The section was built in the shops of the firm, at One Hundred and Fifty-third street and the Harlem River, and then was encased in a square box of lumber. This box is 24 feet long, 20 feet wide and 28 feet high. It serves as a float for the tubes.

TOWED THIS TUNNEL ON SURFACE FIRST.

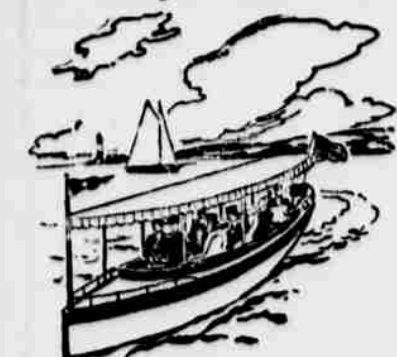
Under tow of three tugs furnished by the Bronx Towing Company, the float, with its ponderous but delicate steel cargo, was started from the One Hundred and Fifty-third street wharf at 10 o'clock this morning. The tug was unwieldy in the extreme and the start was made while the tide was running up the river, in order that steadiness might be obtained in pulling it against the force of the current.

The engineers estimated that three hours would be consumed in dragging the tow from One Hundred and Fifty-third street to One Hundred and Thirty-first street. Everything on the river gave the puffing tugs and their wallowing burden full right of way.

When the sectional tubes are in position over the point at which they are to rest under the river, the timber work is to be removed. Attached to the ends of the tubes, crosswise, are two immense air tanks, called "facilitator tanks," equipped with a system of valves. Filled with air, these are capable of floating the tubes on the surface of the water.

When all is in readiness for sinking, the air will be exhausted gradually from the tanks and the tubes will sink of their own weight, guided by derricks, dragging down the tanks with them, water taking the place of the air in the tanks. They will rest in a trench that has been dredged out of the bottom of the river.

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When vacation days are over
You are always sure to find
Men are anxious to dispose of
Boats of nearly every kind.

So to find boat bargains hurry
And read World Want ads. To-day,
Or use Sunday World "Boat Wanted"
Ads. for answers right away.

Look for the Classification Heading:
"Motor Boats, Yachts, Etc."
in Morning or Sunday World.

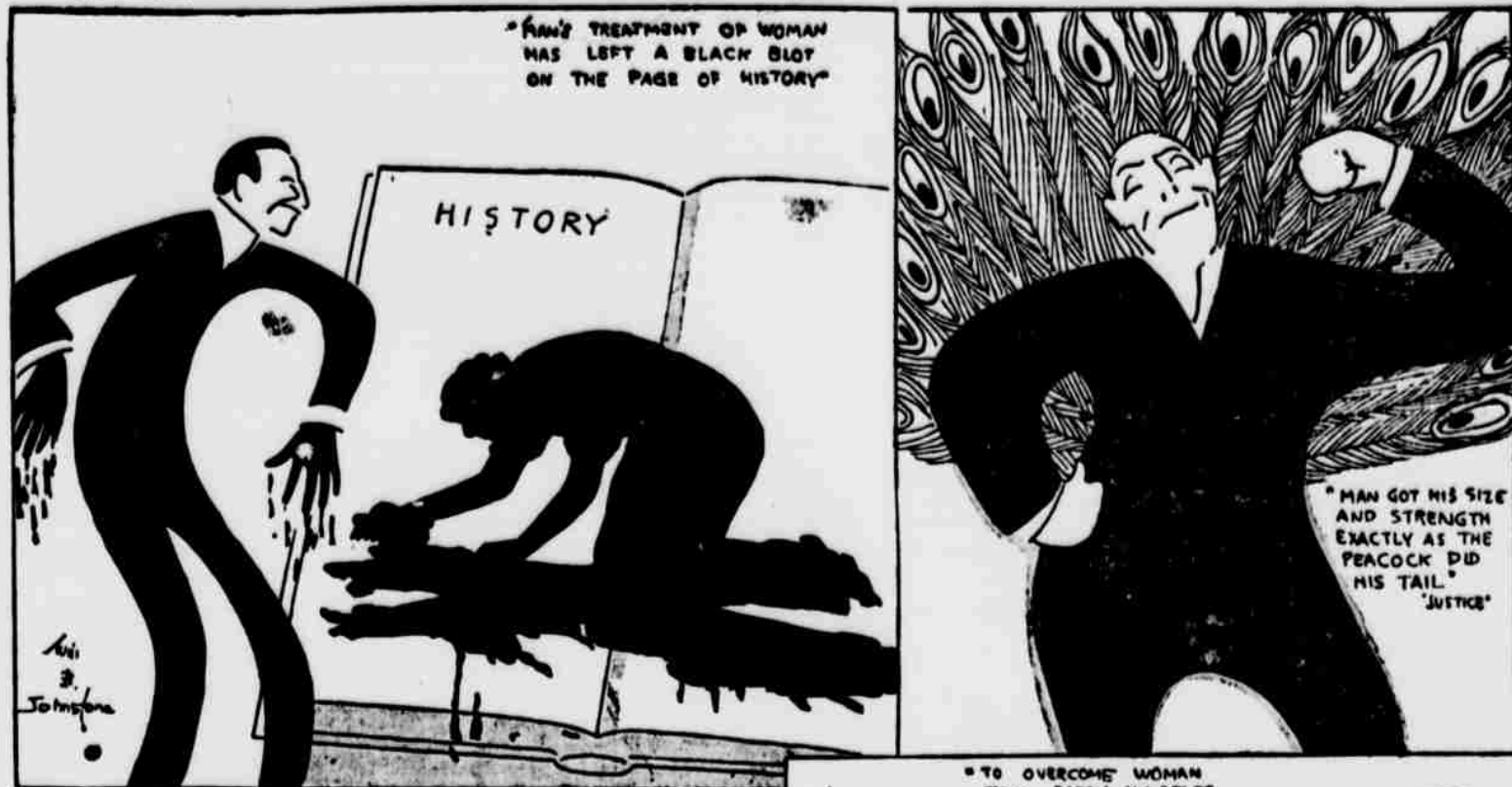
IS WOMAN INFERIOR TO MAN? * *

Last Article
of a Series.

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The Case Summed Up, and Submitted

To Those Alive 8,000 Years from Now



"Man Got His Size and Strength Greatly as the Peacock Got His Tail," Is a Parting Shot By a Woman Reader Who Strongly Defends Her Sex.

By Nixola Greeley-Smith.

There have been more great men than great women. And these men have achieved greater eminence in the arts and sciences and professions than women have reached. Such in brief is the argument for the intellectual superiority of man.

Women have been hampered by maternity, by their economic dependence, by the fact that the doors of all professions were closed to them until fifty or a hundred years ago. Intellectually they are just peering out of the kindergarten. So at least we have been told by the defenders of woman's right to moral and intellectual equality.

Many plausible and interesting and even learned letters have been written by Evening World readers in defense of both theories. Which is the correct one? No one now alive can answer. Perhaps men and women eight thousand years from now will know. For a civilization councils will have to last as long as the civilization which has excluded her before her power can be measured and compared with man's.

For the six thousand years before the coming of Christ, woman had no status as an intellectual or moral being. She was simply best bought and sold by the pound and grown expressly and solely for the ultimate consummation. With Christianity the notion of woman as a mediator and counselor appeared.

Its gospel of peace, of forgiveness, of the protection of the weak, is a feminine gospel, and its triumph throughout the world is a feminine triumph. It represents the retreat of the old, brutal notions of cruelty and ruthlessness, the exploitation of the little by the strong, before the new doctrine of pity and of peace. What is pity, that is altruism, what are all the great humanitarian projects of to-day, but the extension and evolution of that first ray of light in the lair of the Cave-man—the mother's love for her child?

WHERE CHRISTIANITY STOPPED SHORT.

Yet, though Christianity did much to ameliorate the feudal dependence of the female, it could not, in fact it did not, attempt to place her upon a footing of equality with her lord.

After some revered seniors in the Middle Ages had debated the matter for a long time they decided that a woman had a sort of subsidiary soul; but it never occurred to them that she might have a mind as well. In fact, some of them are not willing to admit it even to-day.

Woman as an intellectual being is as yet too new, too untried, too timid and tentative for any estimate of her creative genius which could be made now to have any value. In the first one hundred years of her intellectual life she has reached a development which it took man twenty times as long to attain. But of course she is the heir of all his culture. Time has at last mentioned her in his will and the entail of the ages has been broken. Is Woman inferior to man? She does not think so, but only the ultimate generations will really answer. The opinions of Evening World readers follow:

SEVERE CRITICISMS OF MAN BY A WOMAN.

Dear Madam: I have been reading with considerable amusement man's inflated opinions of his origin, his ability and his achievements, as well as his low estimate of women, and everything that belongs to her except himself. As to origin, it is no longer a debatable question that the female sex for many ages preceded the appearance of the male, and that when the male finally appeared he was a tiny, degenerate organism, often a parasite on the female. It was by her selection of the best, and she had always plenty to choose from, that the attributes of

the male sex became a possibility. It was the male quality of variability which has always been combined with instability which aided in progression, so that man got his size and strength exactly as the peacock got his tail. As to his achievements, history shows that he has waded through blood, often the blood of the innocent. He has been cruel, rapacious, predatory and unjust. He has surrounded himself with laws to maintain his superiority, and denied to woman (the other half of the world) the advantages of education and otherwise he claimed for himself, and then reviled her for the lack of those advantages.

If man had been shut out of every educational institution until a few generations ago, how much achievement could he have to his credit to-day? Man's treatment of women has left a black blot on the pages of history, which also shows the taunts and foul names with which he always mentioned her sex. Once that treatment was unchallenged, for woman could not read his taunts and dared not resent them if she did; but to-day, when man takes up his old role of traducer and despot, woman does resent it and it rouses a sex antagonism in some cases even creates it in others, which is bad for both man and woman and the race. It is man's inordinate vanity and selfishness with this constant belittling of woman which makes her study this question of man's so-called love and protection and achievement to find just what they amount to, and what is the result? She finds that man while so conscious of woman's "inferiority" has never tried to remove the so-called inferiority, but rather has placed obstacles in the way of its removal. He has tried to instill into her the belief that she was so inherently inferior that any effort on her part to remove this inferiority would injure herself and disrupt the home. He fought against her efforts to obtain an education, against the right to hold property, against the right to enter the professions and the right to hold other positions; even denied her the right to own her own child. While her self-conscious protector, scarcely a day passes that some outrage is not committed against woman. He robs the widow and orphan, too, with as little compunction as he robs others. Potential motherhood goes unprotected, while actual motherhood is exploited for gain wherever it is possible. So man's superiority in the fields mentioned must be taken for granted. But, alas, he is sadly lacking in those attributes of nobility which have characterized

the female sex. Charity, sympathy, justice, without which civilization would be impossible, have their roots in the feminine character, and her contributions to society and the race, while essentially different from those of man, are every whit as valuable and important.

JUSTITIA J.

COMPARISON OF THE INTELLIGENCE OF THE SEXES.

Dear Madam: Women exhibit a greater intelligence with regard to some things than the average man does, but outside of those few points man is pre-eminent. It is in small things where a woman shines and a man fails, but it is in the great things where man shines and woman fails short. There, of course, must be a reason for this, and there is.

Your correspondents have weighed the pros and cons of the "big brain," but the solution is not there. An elephant has a larger brain than a man, but he has not greater intelligence. To my mind "embryology" gives us the only valid reason for the assumption that the male is mentally as well as physically superior.

Man would be far greater intellectually than he is to-day if only the young men of to-day would learn to hold the high moral code of the average young woman. This will undoubtedly come about in time, but it is far distant yet, and by that time women will be quite caught up to man in intellect. She will never surpass him, however, because whatever gains she makes she will transfer immediately to her offspring, both male and female, because female properties are transferred to male offspring much more frequently than male properties to female offspring.

In conclusion let me say that man is—as yet—superior to woman intellectually. A woman's intellect is "imitative," a man's intellect is "constructive."

JACK T. W.

HAD TO CALL SATAN IN THE JOB.

Dear Madam: A gent once contending how high in the scale stood man over woman, so feeble and frail. In the trial of her virtue, when time first began, Satan dared not present his temptations to man. He knew that man would resist him. He dared not tempt a fair one, "say not that he dared; The old serpent knew some pains might be spared— For thought he, if I first got man in my chain, The most difficult part of my task will remain. So stop your proud boast of man's firmness, and own that the woman is the one! Since a woman could overthrow Adam, poor elf, But to overcome women took Satan himself!"

—E. A. P.

Cow Starts Fire in Doctor's Pocket. (Special to The Evening World.)

ELIZABETH N. J., Aug. 28.—Farmer John Kelly's cow "Mollie" nearly choked to death by swallowing one of Farmer Kelly's apples yesterday, and then saved her life by starting a fire in Dr. P. A. Zucker's coat-pocket. When Zucker tried to extract the apple "Mollie" kicked him in the pocket. The kick ignited matches in the pocket and Zucker let go Mollie's horn. "Mollie" then took a comersault and coughed up the apple.

FIRE IN OIL SHIP IS PUT OUT AFTER 15 HOURS' BATTLE

Blaze of 600,000 Gallons Endangers Brooklyn Water Front Throughout Night.

OWNED BY GERMAN FIRM

Craft Was to Have Sailed Tuesday for New Zealand and Australia.

At 9 o'clock this morning the fire, which raged all night and morning from 6 o'clock last evening, on the oil ship Burgomaster Hackman, lying at the Bush Terminal docks, Brooklyn, was out. The ship was then on an even keel in the mud, in a depth of twenty-five feet of water. The fireboat New Yorker remained alongside until assurance was had that there was no more chance of the flames again springing up. The firemen of Brooklyn and the fireboats from Manhattan had one of the most stubborn fights to contend with that has been known for many years on the river front.

All through the night and morning there were explosions on the ship in a cargo of 600,000 gallons of crude oil and 500 cases of benzine. In response to three alarms, the apparatus of sixteen engine, hose and truck companies went to the docks. The fire tugs Seth Low and New Yorker went from this side and water was poured into the hold all night. The reports of the explosions drew a great crowd, and the police reserved from three stations were kept busy preserving the fire lines. The fire was spectacular. The flames leaped high into the sky through dense walls of yellow smoke. Wreckage, saturated with oil, made a fiery lane down the river and the fire tugs were busy keeping the fire away from under the docks. The firemen and the policemen were on duty all night, remaining at their posts for fifteen hours.

COLLISION OF OIL CANS STARTS SPARK, THEN FIRE.

The fire started at 6 o'clock yesterday evening when a laborer dropped a five-gallon can of oil down a hatchway where it hit against another can, striking out a spark which fired the vapor rising from the spilled oil. Five minutes later the ship was rocked with a series of explosions and became a roaring mass of flame.

Efforts to keep the burning vessel away from the dock it was managing failed, and the ship was dragged her ten feet and snapped in the fire.

Several million gallons of water poured into the ship by fire hose sank her closer and closer to the water's edge and early to-day she listed and went down by the port side in twenty-five feet of water. The starboard side was high above water and the oil enclosed by a wall of water and the steel hull was burning as if in a tank. The crushing force of hose streams has torn the blazing woodwork away leaving it to float down stream.

FUMES AND SMOKE OVERCOME CHIEF OFFICER.

At the first alarm Chief Officer Herman Pfeil ran from his cabin and leaped through the forward hatch, thinking he might separate the few lines then burning from the others and confine the area of damage. Smoke and flame overcame him and only with great difficulty was the pier hands able to pull him out. He soon revived in the fresh air, little the worse for his adventure, but, after the intense heat and the smoke, he forbore near approach to the ship by any one.

The noise of the explosions sounded through the neighborhood and drew a crowd. At first, when comparatively few lines were involved, they popped open like the rattle of musketry. As the fire grew fiercer they went off in loud, as cannon. Police reserves had to drive back the spectators every few minutes as the fire spread.

The ship was owned by G. L. H. Siemens & Co. of Hamburg, and had been chartered by the New York agents, Benham & Boreman, to the Vacuum Oil Company to carry 150,000 tons of refined oil to New Zealand and Australia. All except 30,000 tons had been loaded. The ship was to sail Tuesday.

\$20 COUNTERFEIT OUT.

Secret Service Gives Warning of Dangerous Gold Certificate.

WASHINGTON, Aug. 28.—Discovered by Secret Service agents, a dangerous \$20 gold certificate was to-day the subject of a special warning issued by the Treasury Department. That the new issue of "green" money probably is being turned out by the same band which operated a short time ago is indicated by the fact that the latest issue is identical with the first note, except that the only letter has been changed from "1" to "2" and the number from 40 to 12.

Notice of the existence of the counterfeit has been broadcast by the department.

For Constipation

USE

EX-LAX

The Delicious Laxative Chocolate

EX-LAX RELIEVES CONSTIPATION

stimulates the liver and promotes

digestion. Good for young and old.

See life and full of all America.

YOUNG SINGER, BRIDE ONLY SIX WEEKS, KILLED BY HUSBAND.



MARIE LA PARULA.

FIRING OF BIG MORTARS

DAMAGED NERVES MOST

Houses About Fort Totten Rocked,

but Nothing Shook Loose, While

Some Persons Never Heard Shots.

Reports from the King's Point section of Great Neck to-day indicate that the damage done to homes along the west shore by the big mortar firing at Fort Totten yesterday was mostly to the feelings of the holders of houses that had been rocked and rattled by the firing of the steel catapults.

From the home of J. F. O'Rourke came word that, though so actual damage had not been discovered, "the noise was very uncomfortable."

The story that the callings in the home of T. K. Truett, grandson of the founder of the Singer Sewing Machine business, had been cracked and had fallen, resolved itself into a statement that such a racking as the house had last night was likely to break ceilings and windows at any time and that the annual target practice should include an inspection by an army board and an indemnity board. Mr. Truett was particularly disturbed because he recently remodelled his country house, spending \$12,000 on the ceilings alone.

A peculiar freak of the force of the detonations is that many persons in the Kensington and Great Neck hills sections, only a mile or two from the houses which were so much disturbed, did not hear the shots at all and telephoned long after the firing was over to Fort Totten to know when it was to begin.

Burned to Death in House Fire.

AMSTERDAM, N. Y., Aug. 28.—Otto Stahl, fifty-two years old, a Market street broker, was burned to death in a fire which destroyed the Stahl home early to-day. Mrs. Stahl and five children were rescued from the burning building.

MORNING NOON and NIGHT.

ORLANDO Cigars

A mildness all its own

has made the Orlando

famous as

"the 24-Hour Cigar."

The Media Perfecto size,

3 for 25 cts. Box of 25, \$2.00

UNITED CIGAR STORES

"Open Air to Everywhere"

CROWDED close in a stuffy flat.—

Or bunched upon the front-door mat:

What sort of Fresh-air cure is that?

Take a 'Bus-ride after dinner in the evening.

Fifth Avenue Coach Company